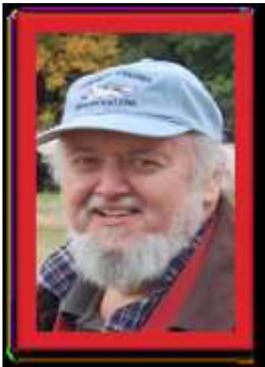




# Colonial Virginia Aeromodelers

**Chapter 1474**  
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**Editor: Alan Fry**



## **Presidents Column: John Backes**

### **Meeting Schedule**

All future meetings (except for the Christmas Dinner) in 2018 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be November 8 and December 13 (Christmas Dinner).

Direction to Williamsburg Christian Church – The building is at 200 John Tyler Lane. At the intersection of Route 199 and Route 5 turn the OPPOSITE direction that you would turn to go to the field. Go 50 yards and turn right (left is Strawberry Plains Rd). You can't miss the church; it is on the right just past the professional park that you can

see from Route 199. Everyone needs to be warned that there is an additional fine of \$200 for going over 25 MPH and the cops are there a lot.

### **Christmas Dinner**

We decided to try something new this year since our recent restaurant experience was less than desirable. We were only given one section of a large room. It was noisy and hard to enjoy conversation and make presentations. The Christmas Dinner will be held Dec. 13 at 7:00 PM at the James City – Bruton Volunteer Fire Building at 3135 Forge Rd, Toano, VA 23168. We will have a large private room to ourselves. The dinner will be catered by Two Drummers with Pulled Pork, Chicken and Brisket. There will also be salad, drinks and side dishes. The cost will be adults - \$25.00; children under 12 years old \$12.00; children under 6 free. Make your checks payable to CVA and mail to Jon Persons, 6339 Centerville Road, Williamsburg, Va. 23188 by December 6. Write the number people and the category in the memo line. You may also pay at the November meeting but ONLY if you have cash in an envelope with your name and the number of people and category attending written on the outside or a check with the number of adults and children written in the memo area. If you pay your money and are not able to attend, we will make a refund.

### **CVA Events**

We had a very successful year for our events. These events are only successful because of the efforts of the people involved in setting up and running the events. A couple of events had some weather issues but we were able to get them in. The National Model Aviation Day was another big success. The next scheduled CVA event is New Year's Day.

## Donated Airplanes

We have a few planes that were donated. They will be put on the “For Sale” page of the website and bids will be taken using the CVA webpage guestbook.

## Show and Tell

We are going to have a short show and tell at the end of each meeting. You are invited to bring a new plane, a neat gadget or to show an interesting building technique.

## Contact Me

Phone: 757-876-1241

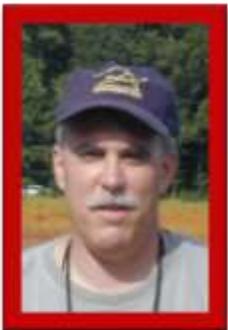
Email: [jb753@cox.net](mailto:jb753@cox.net)

Address: 8630 Diascund Road, Lanexa, Va. 23089



### **Secretary's Report: Fred Hill**

The October meeting was cancelled due to weather. Fred did not have anything to report.



### **Training: Alan Fry**

#### **Website of the Month**

For this month's website of the month I wanted to feature again one of the links that I posted last month. The name of the company is “Chief Aircraft”. What makes them unique is that they are suppliers for full size aircraft as well as our RC aircraft. Their slogan is “The best service and prices, with the largest inventory & fastest shipping. Serving aircraft owners, pilots & RC modelers for 30 years.” They do have a lot of stuff. I encourage you to take a look. Here is the link:

<http://www.chiefaircraft.com/radio-control>

**Do you have a favorite website? If so, let me know and I will put it in the newsletter. Favorite online store, how to build, how to fly, etc.- send me the link! My email address:**

[AlanWFEmail-CVA@yahoo.com](mailto:AlanWFEmail-CVA@yahoo.com)

## Training Column- Disorientation

The following article is a reprint of one of Dave Heape's previous training articles. Thanks Dave!

Once you have gotten to the point that you are able to take your airplane up by yourself, your learning phase has really only just begun. Getting the airplane in the air, keeping it there, and getting it back to the ground in one piece (more or less) is a great feeling but there is a world of challenges ahead of you. Look for the challenges and set some specific goals for improving your flying ability.

One of the first, and probably the most rewarding, goal to strive for is to go home with no repairs required to your airplane. At first, small incidents, from broken props to minor structural damage is common. Bent landing gear, broken firewalls and cowl cheeks, broken wings and wing saddles, detached tail surfaces, etc. are all minor things that can be fixed pretty quickly, but indicates that some more practice is in order. I remember the first day that I went home and didn't have to make any repairs. First, my wife was shocked, but very impressed, and secondly, I seemed lost until I got back to the field; I didn't know what to do with my time. *But I sure felt proud!* I grinned until I broke something the next time! As experience goes up, repairs go down.

I find it is helpful to count the number of times that you land with the engine running (or not running, whichever may be easier) during a flying session. As you get more and more experienced, you stop getting the prop into the ground more and more often, allowing yourself the option to taxi back to the taxi way rather than having to walk to the airplane to retrieve it. This is a good indication of your improved flying ability, so just keep monitoring that aspect of your flying.

I have also noticed that early on, pilots (I certainly did) get disoriented a good bit. Not knowing if the airplane is coming at you or going away, whether it is upright, or inverted, just not knowing what the airplane has done and is doing, and generally losing control for a short time all indicate some degree of disorientation.

Disorientation is generally followed by a pucker factor recovery, or in some instances, a rapid deceleration at zero altitude; **CRASH.** Keep a count of the number of times that disorientation happens to you in a day of flying. As you get better, the number of times you get disoriented reduces, until one day you will have the joy of saying, **"ZERO!"** That is a great feeling, and lets you know that you are, number one, staying ahead of the airplane better, and number two, getting better at "reading" the airplane. To avoid the crash thing, fly at a couple of mistakes of altitude until disorientation has been brought down to a reasonable level.

A goal for all of our pilots, especially guys who have just soloed is to complete our Pilot Proficiency program. You can find it on our website as a download, and it is a good measurement of how well you are progressing.

As always, get as much stick time as you can.

Dave Heape  
Training Coordinator

See you at the field.

Alan Fry  
Training Coordinator

**Vice President: Tom Treese**

**Safety Officer: Cliff Casey**



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